# BIG SHIP LOST.

## OFF CORK HARBOUR.

## CREW SAFE.

## OFFICERS INTERVIEWED.

## THRILLING STORY OF THE SEA.

## EXCITING RESCUES.

Queenstown, Saturday Morning

The Reach at Queenstown, which has been the scene of many tales of the sea, was the landing place of 13 men of the ship Falls of Garry, of Glasgow. It was 6.30 when they reached the shore, and as they did so they presented a remarkable appearance.

SATURATED WITH SEA WATER,

and shivering in the keen air in which they escaped from the stranded ship. The story of this latest shipwreck on our Irish coastline is a remarkable one, and, getting it firsthand from those survivors who have landed here, it bears telling in detail. The Falls of Garry, which is one of the famous fleet of Glasgow clipper ships, left Port Pirie, Australia, on October 25th last, bound to Queenstown for orders. She had on board 28 hands all told, including 3 apprentices, and was laden with wheat. Head winds and for baffled every attempt to reach our port for the past fortnight, for the ship has been practically within sight of our coast for over 14 days. On last evening a dense fog settled on the water, which, accompanied by strong south westerly winds, made the prospects of the ship insecure from every point of view. Last night the

OLD HEAD OF KINSALE LIGHT

was observed, and the fog signal on the coast could be heard distinctly. At 8 p.m. she was under foresails, and, as the men say, hove to for a pilot.

Later on in the night, or a few minutes before one o'clock this morning, the sweeping of footsteps on deck and shouting of the watch on duty woke some of the watch below, and in a few minutes after all hands were called on deck. The dread cry was for the moment misunderstood, as the vessel had not been made clear to the watch below, but as they reached the deck on their sight altered the next realised that their ship was nearing the land, but no land could be seen. The breakers on the iron rock-bound coast of the Sovereigns soon conveyed to all hands their

THEIR SHIP WAS DOOMED.

Men weak with grim determination when confronted with such danger, and all hands set to work and backed the yards, but owing to the blinding fog, with rain and sea breaking over the ship, no trace of the land could be seen, and though all realised that the rocks were in the immediate vicinity their actual whereabouts could not be discerned.

Then arrangements were made to let go the anchors but it was useless. Sail was also tested, and forecastle taken in, and still there was doubt, but it was soon after set about as the fine ship, all life at the moment, lumped heavily forward and threw men off their feet as she did so.

There was now no longer doubt, for the Falls of Garry was ashore and firmly held forward.

TO THE LIFEBOATS

was the next cry, and forthwith the starboard lifeboat was got out and launched. The crew threw what belongings they could into it, but in lashing it go into the angry sea it got partly filled, and all that had been put on board fell overboard. Thirteen hands then manned the boat, and she was taken in charge by the second officer, Mr. Scott. As they got on board they had to cut the falls with an axe, which they fortunately brought with them. They then pulled off from the ship to save she boat from being smashed to pieces alongside the vessel, and they waited on their crew, but in vain, for the port lifeboat to follow with the captain. Meanwhile rockets from the ship and from the boat were sent up in quick succession, but no response came—no help from any side. Those in the port lifeboat begged Captain Roberts to leave the ship, but, with heroic resolve he declined. He declared he would see all hands clear before he would leave, and, time to his word, he held a light for his crew as they fled from the vessel. There was danger of the masts coming down sadly, but no fear entered the captain's mind.

Though the men shouted to him again and again to leave he refused, and declared finally that

HE WOULD STICK BY THE SHIP

as long as there was hope. Meanwhile, the men in the vessel quivered under her tempestuous buffeting, and were closely held ready for port-ward, but her head remmained to go down. She then commenced making water, as the thirteen men in the starboard lifeboat stood by their companions (how many is not known) in the port lifeboat were discerned in the inky darkness, and shouted that they had lost the tiller of their boat's rudder, but those on the other boat could not help them with one, and the two boats parted.

Those in the starboard boat headed for the open sea, believing her companions would follow, and as they reached the open and got clear of the reef on shore they made sail. To their dismay

THEY SAW PAUNTS ROCK LIGHT

early this morning, and they subsequently left in with Mr. E. Fitzgerald's entire, on which they came into the harbour. They landed in their boat at the strand on the lower deck, where they were seen by your representative, and made prisons appeals to have help sent in search of the port lifeboat and the eleven others on board as missing in the other boat. Some of the men are

CHOKED WITH EMOTION

as they related the story of their captain's inflexible courage in caring for the safety of all, evidently regardless of himself. They were soon after arrival provided with dry clothing, and eagerly await news of their companions in the disaster.

The second mate, Mr. Scott, has gone to sea again with the Queenstown lifeboat to the survivor of those left on board or at sea, and the latest message to the Admiralty at Queenstown is that there are several hands still on board the Falls of Garry. So that hopes are entertained of rescuing all.

Mr. J. J. Brennan, of the Clyde Shipping Company, with Mr. J. Kelleher, of Messrs. Scott and Company, were early on the scene, and two tugs of the Clyde Shipping Company have been sent to the ship to render whatever help is possible.

THE WEATHER IS SLIGHTLY MODERATING,

but still thick, and there is just a chance of the vessel being patched and saved.

Queenstown, Later.

There is no news so far of the missing 12, but there is no reason to fear for them.

The men landed here are—Mr. Scott, second mate; Harris, apprentice; Vick, do.; Anderson, steward; Ellem, seaman; Mensah, do.; Schroeder, do.; Yoder, sailmaker; Stillwell, do.; cook; Leslie, A.B.; Clarke, A.B.; McCumbridge, A.B.; Vickey, A.B.

Queenstown, Saturday.

I had several interviews with those of the crew who landed here, and from the nature of some it is quite clear that from the time the ship struck she was doomed, but, nevertheless her captain determined to stand by her until all hope was at an end. There was some difficulty in ascertaining the exact position of the wreck until the return of the tugs to Queenstown to-day, and I now learn the location of the ship is immediately outside the westward point of the entrance to Courtmacsherry, where she now lies against the cliffs, with the rocky headland towering over her. She is heading W.S.W., with three lower topsails flying, which is all the canvas visible. Her deck is awash, and only parts of her poop and forecastle head visible. The twelve remaining members of the crew were apparently rescued by the life-saving apparatus, which is fast in the mizzen rigging. The sea is breaking clean over her, and, one tug is returning to Queenstown with the captain and others taken off the ship.

(Later).

Messrs. James Scott and Co., agents to the owners of the Falls of Garry, received telegraphic information at 12 noon to-day stating that the Glasgow ship Falls of Garry, which went ashore near Oyster Haven this morning in a fog, is now apparently under water, and the remaining members of the crew apparently all saved, and are now en route to Queenstown, partly in the lifeboat of the Falls of Garry and partly in the tug which went to the ship's assistance. It is expected that the captain and his followmen will arrive here at any moment. The ship may ultimately be saved in some form, but her valuable cargo of Australian wheat is practically ruined, being reported to be under water. Ship and cargo before going ashore were probably worth £50,000.

## ANOTHER ACCOUNT.

## THRILLING INTERVIEWS.

## REMARKABLE ESCAPES.

(From our Correspondent).

Queenstown, Saturday.

To the lull in the storm last night may be attributed in a great measure the remarkable escape of the captain and crew of 28 hands of the beautiful ship Falls of Garry, of Glasgow which is soon destined to become a wreck on the rocks of the South West Irish coast.

As far back as the 26th October last, the Falls of Garry left Port Pirie, Australia, bound to Queenstown for orders, and over a fortnight ago she got close to the Irish coast, but the successive gales and head winds prevented the ship making port, and Capt. Roberts, who commanded her, gave the land a wide berth until yesterday when he got close to the Old Head where the ship was hove to waiting for a pilot. Why she did not get a pilot is not to be charged against the pilots, as they were on duty stations. Both pilot boats, viz, the Star of the Sea and Maid of Erin patrolled the vicinity of where the Falls of Garry hove to, and actually put pilots on board other vessels and after the Falls of Garry met the fate which befel her. The forward was furled at 10 o'clock, and the starboard watch went below to get after an anxious day in which fog, rain, and wind were prominent, and just before one o'clock the man on the look-out horrified all hands on deck by the dread cry of 'land on the starboard bow.' The close proximity of the danger soon brought all hands on deck, and desperate efforts were made to wear the ship and haul her out of her position of peril, but it was in vain, and in a few minutes after one o'clock and while the ship was under lower topsails, she was ashore on the rocks with an almost perpendicular rocky headland over her. "Clear away the lifeboats," was the order of Capt. Roberts, and they were cleared instantly, the starboard lifeboat first and which was filled with safe belongings as the crew could grasp in their confusion, but as the boat was being lowered a sea struck her, and all the effects were washed out of her. Thirteen hands, being the starboard watch, joined her, and they were obliged to hack the falls with an axe to part the lifeboat from the ship, as per the seas, breaking about, threatened to smash the boat and render the condition of the thirteen men more insecure than if they remained aboard their fast-sinking ship. Having got clear, they remained in the vicinity for the Port lifeboat with the captain and 11 hands in you them, but the second lifeboat, broke adrift from the ship when she had only six men on board, and were left on board the Falls of Garry to be saved as best they could. The starboard's lifeboat's crew appealed to the captain to leave the ship, but he declined until all hands were clear, and when he had intended to join the Port lifeboat she broke adrift, having him and his five companions prisoners on the doomed ship with the sea then making a clean breach over her. The boat with the thirteen occupants, in charge of Second Officer Scott, steered for the open sea, and reached Queenstown after a desperate struggle at six o'clock this morning, where your correspondent met them and learned their story. They presented a pitiable appearance, cramped and shivering with only rags of underclothing on those who were woke from their slumbers with the cry of 'breakers close by.' They expressed much anxiety as to the fate of the other 12, for and it was not until after noon that the fate of the unsung boat and other hands was known, for then the six others who had got into the Port lifeboat and were driven away from the ship landed here. They, it appears, had a dreadful experience, with four men only at the oars, in keeping clear of the land. They were ultimately picked up by the Cork Harbour pilot boat Star of the Sea, and landed at Oyster Haven almost lifeless from exposure and fatigue. They were subsequently landed here from a steam tug, and the captain, mate, and four others on the sinking ship were rescued by the Rocket Apparatus, and pulled up the steep headland after much difficulty. The ship, which was badly holed in her fore part, rapidly filled, and as the remaining hands were cut of her she was awash and destined to become a total wreck, only portion of her poop and forecastle being visible. Assistance was sent by the Clyde Shipping Co. Queenstown, to her, but she was beyond help, and will break to pieces in her position, and thus a prospective ship and valuable cargo of wheat worth £50,000, before she went stuck, is added to the list of marine disasters of late. The captain of the ship displayed great gallantry in his trying experience, and was the appreciation of all on board by his plucky and refusal to leave until he saw the lifeboats clear. The crew to a man as well as the apprentices also acted with commendable courage in face of the ordeal. The Queenstown lifeboat with Mr. J. F. O'Farrell on the tender Ireland was promptly taken to the scene of the disaster, but before reaching there they were intercepted by the news of the leaving of all hands. There are representatives of nine nationalities embraced in the 28 who formed the ship's company. The captain, and his five companions are due to reach Queenstown by rail tonight from Kinsale.

Mr. Fraser has gone to the wreck, but in the present weather no salvage work could be attempted. In the course of a series of interviews with those who landed here, some thrilling stories were told.

## THE SECOND MATE'S STORY.

Mr. Wilfred Scott, second officer, who took charge of the starboard lifeboat with twelve men, said:—"I was in the middle watch below when I was wakened by yelling: 'Land on the starboard bow'; all hands on deck.' We who were below soon got on deck, and as I reached the deck the first thing I saw was land, high over us a big cliff which we appeared to be right in under. The ship was then hard and fast, lifting quickly. We tried to get our anchors out but there was no use, and in response to orders, we the starboard lifeboat out. The ship was under topsails. Having got the starboard lifeboat clear, we got the starboard watch into her and waited orders. We urged the captain to leave as the ship was sinking. For three hours we hung on until our boat was nearly down on the breakers, and we put to sea to save ourselves. Meanwhile, the other boat which had broke adrift with only six hands came close to us, and drifted to leeward, and we had a job to keep clear of her. We landed at Queenstown after a struggle of many hours, and were glad to hear after that the Port lifeboat with her crew of six were taken on board a pilot boat, and that the captain and those who remained on board the ship had been saved by the Rocket Apparatus. Our captain behaved splendidly, as did also the apprentices, who were really young chaps.

## THE THIRD MATE'S STORY.

Mr. David W. Watson, third mate, who took charge of the port lifeboat, said:—"Our ship was hove to from 11 o'clock, waiting for a pilot. I was in the mate's watch on deck. The ship was under topsails, all hands having taken in the foresail at 10 o'clock. Suddenly at about one o'clock the look-out man sang out about a quarter of a mile off. After trying to wear the ship in which we failed, we tried backing the yards. Seeing that was fruitless the whistle came clear, 'Away the lifeboats,' whereupon all hands got on the starboard lifeboat first, and after that the second mate and twelve of the crew got into her, and after they left we got the port lifeboat out, and when lowering it into the water one of the falls fouled a mast leg and the boat falling up and down, but a sea at that moment enabled us to unhook the falls. We then had only six men in the boat. After nearly getting on the starboard lifeboat's track about a quarter of a mile off. After trying to wear the ship in which we failed, we tried backing the yards. Seeing that was fruitless the whistle came clear, 'Away the lifeboats,' whereupon all hands got on the starboard lifeboat first, and after that the second mate and twelve of the crew got into her, and after they left we got the port lifeboat out, and when lowering it into the water one of the falls fouled a mast leg and the boat falling up and down, but a sea at that moment enabled us to unhook the falls. We then had only six men in the boat. After nearly getting on the starboard lifeboat's track about a quarter of a mile off. After trying to wear the ship in which we failed, we tried backing the yards. Seeing that was fruitless the whistle came clear, 'Away the lifeboats,' whereupon all hands got on the starboard lifeboat first, and after that the second mate and twelve of the crew got into her, and after they left we got the port lifeboat out, and when lowering it into the water one of the falls fouled a mast leg and the boat falling up and down, but a sea at that moment enabled us to unhook the falls. We then had only six men in the boat. After nearly getting on the starboard lifeboat's track about a quarter of a mile, there being only four men on the oars in a big boat. Daylight came on, and we put out a sea anchor, stepped our mast, and set sail and took to get back to the ship, when we met the Cork pilot cutter Star of the Sea, and the pilots advised us not to try getting alongside the Falls of Garry, as the seas were breaking over her, and that the rockets apparatus alone could save those on board the ship. We were landed at Oyster Haven, where we were treated well by the people on shore, particularly Mr. Coughlan's. We were landed at 6.30 this morning, cold, and still scarcely any clothing, in our bare feet, as we had no time to get anything. Some of the men were stiff when landed, and were unable to get circulation restored for some time. Our captain proved himself a whole man, and we couldn't get him to leave the ship. There was no panic. This is my second shipwreck, I having been wrecked on my previous voyage on the St. Marys, off the West Coast of South America, where we lost our ship, and reached Tal Tal after nine days in an open boat.

## SAILOR'S STORY.

P. McCambridge, A.B., on board.—It was very thick last night. We could see nothing for a long time, but at last we saw the land right ahead. We knew the ship was the port, took waiting for a pilot. We thought the light was further in, suddenly we were called from deck to get up, as the ship was making for the land, and as we got on deck we could hear the breakers. We hailed the pilot boats. There was confusion about, and the lifeboats were ordered out. I got into, with twelve others, the starboard boat. We attempted showing rockets, and appealed to the captain to leave the ship, but he refused, and told us to go away, that he would be the last man to leave the ship, and that he'd be see the port lifeboat out after us, and that he would not see any one drowned. When our boat got into the water, we pulled clear owing to the heavy sea, and waited for the other boat. We saw her after some time, and she was in charge of the third mate, Mr. Watson. They told us they had their officer. We could not get alongside the ship again, and having got into the open sea, we set sail and saw Daunt's Rock at daylight, and sailed into Queenstown after a trying time. I don't know where we went ashore.

## APPRENTICE'S STORY.

Mr. J.-W. Vick, of Freemantle, said—We sighted the Coast light about 8 o'clock, and called the watch below to take in the foresail. About one o'clock we were called on deck, and on reaching there could hear the breakers, and at about 1.15 the ship struck. The orders to get the anchors clear were given, but we found it was no good, and the Captain told us to clear away the lifeboats. I got into the starboard boat, and it took us all our time to keep our body head on to the sea and clear of the land in trying to keep close to the ship. We could see the ship's signal light until about three o'clock. We took up several rockets, but got no reply.

## THE CARPENTER.

C. Anderson, carpenter, said there was a lot of water in the hold as we were leaving her, and she was going down by the head. We appealed to the Captain and others to leave, but the Captain said he would stick to the last, and this he would see the port lifeboat clear, before he would go. The Captain is a brave man, and a native of Normanby, Island of Leslie. I could see him on the quarter-deck long after the boat left. The vessel was fully provided in the cuddy, his head when he jumped into the boat. We were saving right hard, and just cleared the ship's stern. They then remained for six hours pulling close to the ship as it was no lake for the crew of the ship if it became necessary. Whilst they were pulling about a pilot boat came up, and told them the ship being ashore, there was no use in their trying to get on board the pilot boat, as it was dangerous for them to remain so close to the ship. They, therefore, went on board the pilot boat, where they were treated well, and afterwards the men were put ashore at Oysterhaven, where the Coastguards looked after their creature comforts. Some of them remained a big night from Queenstown and crossed them to Queenstown, where they were taken to the Queen Hotel, and well treated by those at the Hotel. All on board behaved with great calmness when the vessel struck, the steering gear was got ready for the boats when getting them away. Mr. Watson, the third mate, in charge of the port lifeboat, displayed great skill and seamanship in the way he managed the boat. They were all exhausted when they left Oysterhaven, and had very little clothes on as they had not time to take anything with them. Mr. McKenzie said he was on deck before the ship struck. He was on board a vessel called the "Amiata," between Finland and St. Kilda. This was in the month of March. He was in the first standing-watch on board the Falls of Garry they found that within ten minutes of her striking that there was 7 feet of water in her hold.

Ballynaclusha is a portion of the coast between Kinsale and Oyster Haven, being very near the latter place. It is a little over four miles by road from Kinsale to Ballymachus. Straight in front of Ballymachus, and about half a sea mile off shore, are the rocks, best known as the Sovereign Islands. The left side of the first picture shows a piece of the mainland, and on a line with the main mast of the ship can be seen those islands.

The wreck of the Falls of Garry is one of those pieces of bad luck that falls now and then to the lot of the best of sailors. She experienced a stormy voyage right through from the time she left Port Pirie, and was under lower topsails and a very thick weather of the South Coast of Ireland, where she met her doom. She has had an eventful career, this being the third time that she has been wrecked. On one of the previous occasions she was bought for a very small sum, and was sold for the apparently trivial sum of £40. To judge from what local people say of this place upon which she is now at, she is likely to become a total wreck. She is not likely to sail again, for that spot is serrated with fang-like rocks, and some of them have unfortunately gone through the bottom plates. She stands apparently on an even keel, not the least signs being apparent of her settling down or tumbling, although her decks are all awash, an occasional comber showering the water over them, the heaviest seas rushing in at the element on the starboard side. Between the latter and the shore there bubbles and foams a swirl of seething water, indicating the cruel nature of the rocks beneath. The ship makes a picturesque picture, her bottom is coppered in the best condition, excellent sails, paint, varnish and fittings of the vessel. Her behaviour on all sides is most striking, and the thought is suggested to all visitors that the smart ship is now helpless and cruelly entombed. Her rigging, her rigging, shelf-like cannot convey the least idea of her standing a total wreck, for she looks rough and taughter, sails are most carefully furled, jaws even to the gaff of the gaff topsail, and the royal yard, and the royal mast all, below, and there lies the trouble. To judge from the occasional glimpses that comes from the crew of the Falls of Garry is badly injured there, and she appears to be slowly subsiding. She was carrying a cargo of grain, and as the water has got into it, it may prove to be her ultimate destroyer, for the grain will soon become so much pulp, mixed with mighty good ship. The residents of the Kinsale district are interested as to how she came in, but they state that there was a heavy blow from the S.W. on Friday night, and that there is not one salt bar driving about, in fact, the first open of wheel, week was brought to the Coastguard Station by Mr. Napier Hayes by, at about 9 o'clock on Saturday morning. Some people having been picked up and landed at Oyster Haven by the well-known pilot boat, the Star of the Sea.

They reported her being on the rocks, and like there were fresh ones and the captain still on board. Subsequently the Maid of Erin, another pilot boat, left Kinsale for the scene of the disaster, and it is understood that the captain and his men were taken off. The Queenstown tugs were also ordered on standing by Mr. Drew Walker, of Ballymanicus, and the passengers, Irish keeps on safe. On the last word that was received by the Coastguard officers, all aboard were safe, but, unarmed. The manager of the Falls of Garry is Mr. Ted Walker, a gentleman of very genial disposition, and one much esteemed in Kinsale, for on several occasions amongst he came here from Kinsale railway. Where she has since been in a complete state of collapse from where the the bones of another magnificent ship, the "Grassmere" that was wrecked a little more to the westward.

## SHIPS IN WANT OF FOOD.

### ONE SUPPLIED BY A WARSHIP.

(From Our Correspondent.)

Queenstown, Sunday.

The long passages of ships from Australia and other ports of late have led to serious shortage of the food supplies on board, and the wreck of the ship Falls of Garry, at the entrance to Oyster Haven on yesterday morning was not the only incident of the kind, for a ship was found necessary to put into St. Helen for a few days ago to attend to a British vessel ship in need of provisions. The vessel was reported to the coll, was the most Adventurer, which was sighted well east of Cape Harbour, and she supplied the ship with fresh meat, biscuits and bread, which were very acceptable to those on board, who had been on short allowance.

The ship Port Stanley, which was employed as a Belfastiprar vessel, was also found to Ilfracoli, and was in short of provisions, and the master found it necessary to employ a caler of the coast for the purpose of getting supplies, where supplies of the kind required are not kept in abundance, but by various purchases a sufficient supply of provisions for the remainder of the voyage was found and taken to the Port Stanley, after which she resumed her essential passage to Australian ports. Where she commences discharging to-morrow.

## LINER'S CARGO ON FIRE.

### SERIOUS OUTBREAK

(From Our Correspondent).

Queenstown, Sunday.

The Atlantic Transport Line steamship Mobile put into Queenstown yesterday with her cargo on fire, and will remain in dock for the week-end, when she was ordered to lear up for Queenstown, for, although evidences of water were poured into the burning cargo the fire does not seem to be extinguished, and the ship is burning for four days, and that portion on fire displayed great activity during all days. The flames are slackening, so much so that they are not visible, but the heat from the decks of the ship was excessive from the effects. There was grave danger of the fire spreading to the other parts of the cargo, and therefore the vessel was put into Queenstown.

The agent, Messrs James Scott and Co had all the necessary assistance supplied on the arrival of the vessel, and the fire-fighting staff of Messrs Dunn, Roscoe, and Co., and the staff of Messrs Dunn, Roscoe, salvage contractors. There is no danger of the vessel sinking in the operation, as the cargo is not of an explosive nature, but nevertheless the fire is serious, and has to be extinguished by the captain in putting back there may have been very serious results to the cargo had the fire spread. The usual preliminary representatives arrived from London to-day, and the vessel will be docked to-morrow, and on the subject of the steps to be taken to extinguish the fire. All hands on board the vessel are safe, and the steamship is not under, as the vessel is at present, uncomfortable for all, for in addition to the heat from the fire, which is caused by the volume of water which was poured into the hold, the ship is also filled with steam, and hence to the pitchfork of sailors, and although the combings of the hatches and the ship's sides are red hot, the burning cargo throws no flame, and the fire is not visible to the naked eye. It is from the burning cargo, three or four feet below the deck, and it is feared now that the ship is in port it is practically certain that she will be docked for the week-end, the cause of which is not known to those on board.

## DEATH OF MR. THOMAS WALSH, QUEENSTOWN.

(From our Correspondent.)

Queenstown, Sunday.

It is with feelings of regret that I have to record the death of Mr. Thomas Walsh, who died at his residence, Queenstown, yesterday morning. The deceased was for a very long period assistant of St. Colman's Cathedral, and was also for a number of years a successful teacher, to whom many successful Queenstown men owe their progress in life by reason of the care and attention he bestowed on them in their youth. In every walk of life Mr. Walsh was respected for the many sterling qualities of an honorable man. His honesty of purpose, strict rectitude, and frank, unaffected manner won for him the esteem and confidence of all who knew him. Quiet and unassuming as any man might well feel proud indeed it is true to say that no man could be more sincerely respected by all who knew him. He was a regular attendant at every walk of life entertained for him deep admiration, which was further augmented by the way of the deceased in his every movement in Queenstown which had for its aims the betterment of the town and its people. He was connected with Men's Society both as Hon. Treasurer and otherwise ever since its inception practically, and during the past year the members rightly regarded him as a father in the best sense of the admirable institution. His duties as Sacristan were carried out with unwavering devotion. His passing away is sincerely regretted by all, and his loss will not be easily filled; and the announcement of his death, which occurred at 8 o'clock to-night, caused a feeling of sadness everywhere, as will be evidenced by the large attendance at his funeral to-night, and it is safe to say Queenstown alone that it fails, as the deceased had years passed friends in every walk of life. The funeral takes place at 11 o'clock on Tuesday, for Clonee.

## DEATH OF AN EX-BAHILIE.

### INTERESTING INCIDENT RECALLED.

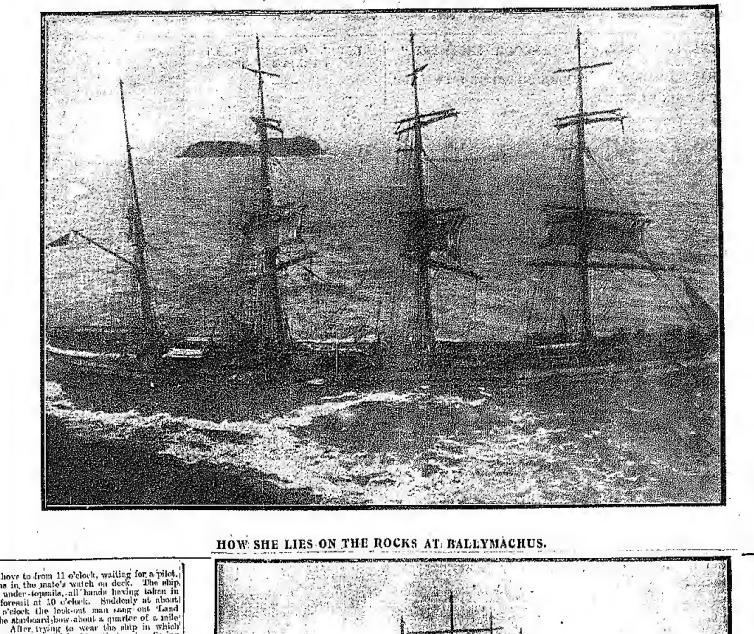
London, Sunday.

The death is announced at Queenstown of ex-Bahile James Ives, a well-known antiquarian and collector. He was brought before the commence in 1889 by countersigning a warrant for the arrest under the Crimes Act of, Mr. Ives, who was then Mayor of Dublin. The case caused great sensation throughout the country, and was discussed in Parliament.

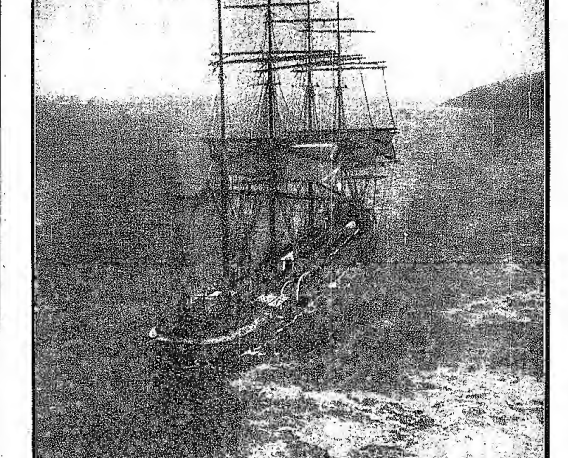
## MEMORIAL TO KING EDWARD.

London, Sunday.

Today, St. George's Day, Major-General Lord Cheylesmore unveiled the memorial tablet erected to Queen Alexandra's Military Hospital at Chelsea, London, to which a memorial tablet—consisting of a memorial tablet—to the late King Edward. The ceremony was attended by a large gathering of the nobility, and the Queen mother's Interbirth hymns, and a Bishop Taylor Smith after the removal of the memorial tablet, which was recited a short dedicatory prayer.



THE WRECK OF THE FALLS OF GARRY.



HOW SHE LIES ON THE ROCKS AT BALLYMACHUS.

A STERN VIEW OF THE WRECK.

THE WRECKED SAILORS AT QUEENSTOWN.

ST. ANN'S HILL, HYDRO,
BLARNEY, CO. CORK.
RESIDENT PHYSICIAN ..... M. ORR, M.D., ERLANGEN, GERMANY.
NEW BATHS
(CONTINENTAL SYSTEM).
SPECIAL Treatment for nervous diseases, such as Neurasthenia, Insomnia, Brain Exhaustion, Neuritis, etc.; for Gout, Rheumatism and Sciatica. Also for Chronic Cases of the Alimentary System, such as Dyspepsia, Constipation, etc. Nauheim treatments for chronic heart affections.
HOME FARM. EXTENSIVE WOODS AND GROUNDS. GOLF.
PROSPECTUS FROM THE SECRETARY. 1700